













## Mails.

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1. STEA

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
**SAFETY—SPEED—PUNCTUALITY.**  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
— — — — —  
**PROPOSED SAILINGS FROM HONGKONG.**  
(Subject to Alteration.)

EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R.-WEDNESDAY, 19th July, 1906.  
EMPEROR OF JAPAN...Comdr. G. A. LEE, R.N.R.... WEDNESDAY, 19th July, 1906.

THE magnificent TWIN SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 14 DAYS, saving THREE DAYS on a ROUND TRIP TRANS-PACIFIC journey, and make connections with the CANADIAN PACIFIC RAILWAY, which leaves VANCOUVER for the CANADIAN PACIFIC RAILWAY, which leaves VANCOUVER daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return fares at reduced rates, Good for 4, 6, 9 and 13 months.

DISCOUNT RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest awards for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Hongkong, May 18, 1896.

D. E. BROWN, General Agent,  
PEDDER STREET, 190.

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**NIPPON YUSEN KAISHA,**  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

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PROTECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
YAMAGUCHI MARU	YOKOHAMA, KOREA &	MONDAY, 20th

C. H. HILGARD,	YOKOHAMA.	
* IDZUMI MARU,	{ SEATTLE U.S.A. Via KOBE,	{ THURSDAY, 1st
W. J. CUMSON,	{ YOKOHAMA and VICTORIA, B.C.	{ June, at 4 p.m.
BINGO MARU,	{ MAREUILLES, LONDON, and	{ SUNDAY, 6th
G. E. F. COOK,	{ ANTWERP, Via SINGAPORE,	{ June, at 4 p.m.
	{ PENANG, COLOMBO and PORT SAID.	

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ALASKA RAILROAD.

For further information, apply to the Sales Agent, or to the Company's local Branch Office at No. 7, Praya Central.

**A. S. MIHARA, Manager.**

**NORTHERN PACIFIC STEAMSHIP CO.**  
 PROPOSED SAILINGS FROM HONOLULU.  
*Via Shanghai, Island Sea of Japan, Kobe and Yokohama.*  
 FOR VICTORIA, B.C., AND TACOMA  
 IN CONNECTION WITH  
**Northern Pacific Railway Co.**  
 FOR PORTLAND, ME., & CO.  
 IN CONNECTION WITH  
**Oregon Railroad & Navigation Co.**

Skipper.	Tons.	Captain.	Sailing.	Skipper.	Tons.	Captain.	Sailing.
<i>Olympia</i>	3287	J. T. Bridge	June 17	<i>Lennox</i>	3677	J. C. Williamson	June 20
<i>Victoria</i>	3287	J. T. Bridge	July 4	<i>Colchester</i>	2570	T. H. Holson	July 1
<i>Tacoma</i>	3811	A. Dixon	July 29	<i>McMinn</i>	2747	A. Evans	July 5
<i>Glenlogie</i>	3750	J. Mc Gillivray	Aug. 6	<i>Lennox</i>	3677	J. C. Williamson	Aug. 8

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of UNITED STATES and to EUROPE.

**HONGKONG TO LONDON, 24d.**

Excellent accommodation, First class Table, Doctors and Stewardsess carried.

**LINE**

**HONGKONG TO NEW YORK #41.**

The Railroad travelling is second to none on the American Continent; two transcontinental trains daily from Tacoma. Direct Oars is stevedore to transcontinental train day and night. The Oars is the only stevedore to transcontinental train day and night. The Oars is the only stevedore to transcontinental train day and night.

**HONGKONG TO VICTORIA, TACOMA OR PORTLAND, #28.**

The best route to the Klamath and Klamath Falls. Frequent sailings from Victoria Tacoma and Portland to DYER and 8<sup>th</sup> MICHEL.

**HONGKONG TO YELLOWSTONE PARK AND BACK #53, 104.**

This route covers the ocean voyage to Tacoma or Portland and back. The Railway to Tacoma or Portland to Chinook and return, and Stage Coach accompaniment. Tacoma or Portland to Chinook and return, and Stage Coach accompaniment. On the way to Chinook, Hot Springs, Norris, Fountain and Upper Geopys Basin, Y. Lake, Grand Canon and Falls of the Yellowstone, and return, and five and six days' board at the Park Association hotels.

These tickets will be sold for passage by way N. P. Steamer leaving Hongkong between July and September will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

**ROBERTSON & CO. LIMEWORKS**

HongKong, 25rd May, 1899.

**NORDDEUTSCHER LLOYD** (REGULAR SERVICE) **HAMBURG-AMERIKA LINIE** (FAST AIRLIFT SERVICE)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LONDON, LIVERPOOL, GLASGOW, TAIPEI, GENOA, PORTS IN THE LIGURIST, BLACK SEA and Baltic Ports, North and South American Ports).

**PROPOSED SAILINGS FROM HONGKONG.**

**SUBJECT TO ALTERATION.**

Steamer	Destinations	Sailing Dates
N. S. <b>SELRIS</b> , Capt. Hildebrandt.	HAVRE and HAMBURG, London with transshipments in Hongk.	About 30th May. Freight Passes.
N. S. <b>HAMBURG</b> , Capt. J. von	HAVRE and HAMBURG, London with transshipments in Hongk.	About 10th June. Freight Passes.
N. S. <b>WESTPHALIA</b> , Capt. Ostermann.	HAVRE and HAMBURG, London with transshipments in Hongk.	About 25th June. Freight Passes.
N. S. <b>DEUTSCHLAND</b> .	NEW YORK via HAVRE, CAEN.	About 1st July. Freight Passes.

These Steamers have Superior Accommodations for Passengers, and carry Deck and Stowage.

Call on the Agents for Passengers only, if not on the same day, call on the Agents for Cargo only.

**OSKAR WITZ & Co., Agents.**



Insurance.

THE IMPERIAL MARINE INSURANCE CO., LTD., TOKYO.

The Underwritten are prepared to accept Marine Risks at Current Rates.  
GEO. R. STEVENS & Co., Agents.  
Hongkong, January 5, 1899.

Insurance.

UNITED ASSURANCE SOCIETY.  
(Incorporated in the Colony of New Zealand)  
CAPITAL PAID UP, £250,000.  
TOTAL ASSETS, £2,147,574.  
TOTAL ANNUAL INCOME, £202,280.

The Underwritten, having been appointed Agents of the above Society in Hong Kong, are prepared to issue Policies against FIRE on the usual terms.  
HARRY WICKING & Co., Agents.  
1142 Praya Central.

Insurance.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS AT 31st DECEMBER, 1897, £13,558,989.  
Authorized Capital, £3,000,000.  
Subscribed Capital, £2,750,000.  
Paid-up Capital, £2,487,500.  
Fire Fund, £2,001,016.2.9

HAVING been appointed Agents of the above Company we are prepared to accept European and Chinese Risks at Current Rates.  
SHEWAN, TOMES & Co., Agents.  
Hongkong, June 22, 1898.

THE BACK DOOR.

The Series of Articles entitled 'THE BACK DOOR,' which appeared in the China Mail, have been collected and may be obtained in Pamphlet Form.

Hotels.

KOWLOON HOTEL, BRISTOL KOWLOON.

THIS HOTEL is now under New Management, and is situated in a quiet locality. Excellent accommodation. Outlets to the sea in the Colony.  
BOWLING ALLEY AND BILLIARDS.  
J. WILLIAM OSBORNE, Proprietor and Manager.  
Hongkong, January 5, 1899.

METROPOLE HOTEL, SACKVILLE ROAD.

A New and delightful drive from the city.  
BILLIARDS.  
Telephone No. 123. CHAS. D. L. HIN, Manager.  
Hongkong, October 14, 1898.

BOARD & LODGING, 82.00 PER DAY.

THE WESTERN HOTEL, QUEEN'S ROAD.

WEST. 519

NEW VICTORIA HOTEL.

ROTISSERIE.

Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Table at Moderate Rates.

Kadar & Farmer, Proprietors.

Hongkong, May 1, 1899.

Hotels.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST-CLASS.

PASSENGER ELEVATOR FROM ENTRANCE HALL TO EACH FLOOR. BOARD AND LODGING. MONTHLY RATES NOW GIVEN.

P. BOHM, Proprietor and Manager.  
Hongkong, 28th April, 1899.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the case of R. G. V. PITMAN, covering the whole of the trial in the Police Court, full report of the trial in the Criminal Sessions, with connected correspondence and comments of the Press. To which is now added a Report of the case of PITMAN v. KESWICK and others.

PITMAN v. KESWICK and others. 60 Cents.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in two months.

OVERLAND CHINA MAIL—published weekly.

CHINA MAIL—Every Day.

Orders for Printing and Bookbinding promptly executed at reasonable rates.

CHINA MAIL OFFICE, 1142 Praya Central.

Hongkong, May 1, 1899.

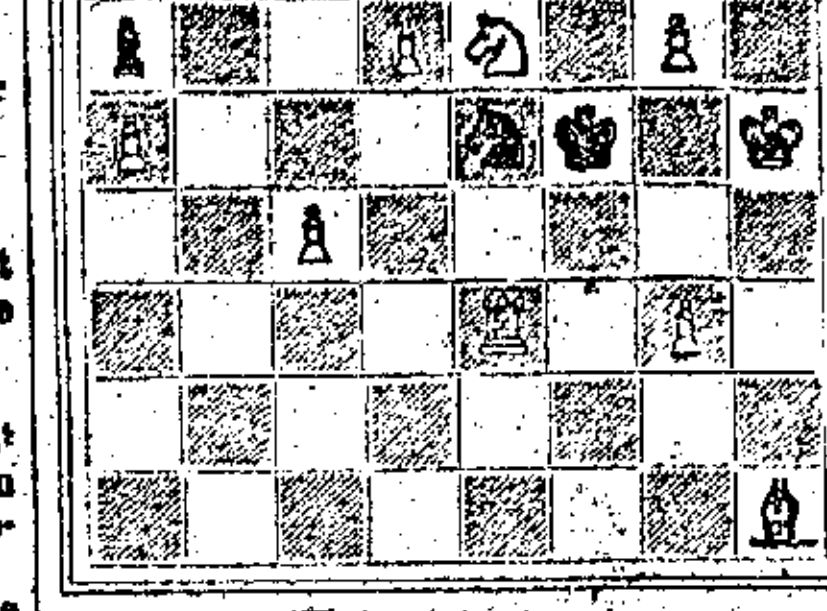
CHIEFS COLUMN.

CONDUCTED BY 'BLACK BISHOP.'

Communications should be addressed to 'CHIEFS COLUMN,' c/o 'THE CHINA MAIL,' 1142 Praya Central, Hongkong. Original Problems should be accompanied by Solution and Analysis.

The Hongkong Chess Club meet every Monday, Wednesday and Thursday, from four till half-past seven p.m., at the Public Library, 16, Beach Buildings.

Problem No. 149.  
Second Prize, Scotchman's Tourney.  
White (10 pieces).  
Black (7 pieces).



White to play and mate in two moves.  
Solution to Problem No. 140 by Vachar Tuzar.  
1 Kt-K6. Then 1 K-K3 2 R-B3 3 R-K3 4 R-K3 5 R-K3 6 R-K3 7 R-K3 8 R-K3 9 R-K3 10 R-K3 11 R-K3 12 R-K3 13 R-K3 14 R-K3 15 R-K3 16 R-K3 17 R-K3

R.A.D.—Your solution to No. 141 nearly correct, but not quite: e.g. 1 Q-K3, 2 Q-B3, and so on.

R.L.—Your key move of No. 140 is correct. See detailed solution, however, for No. 141 your move has travelled along the same line as R.A.D. Have another try.

HONGKONG, May 26.

The Programme of the London International Chess Tournament to begin next 24th July is now published.

It is a magnificent tournament, of two months, an exhibition of the highest chess play, and for more than 13,000 less than 100 players of the highest class and a Single Round Tournament open to players not competing in the two Round Tournaments.

In the former of these, the following minimum prizes will be offered: first prize, £200; second prize, £100; third prize, £50; fourth prize, £25; fifth prize, £10; sixth prize, £5; seventh prize, £2; eighth prize, £1; ninth prize, £0.50; tenth prize, £0.25.

In addition to the above there will be consolation prizes. Each non-prize-winner will receive £2 for every game won by him against the first, second or third prize-winner, and £1 for every other game won.

The Single Round Tournament, the prizes will be—first, £20; second, £10; third, £5; fourth, £2; fifth, £1; sixth, £0.50; seventh, £0.25. These amounts will probably be increased, but may be reduced should fewer than sixteen competitors enter.

A carefully drawn code of rules of play has been compiled, and with vigorous officials to enforce them, disputes should be impossible.

Mr. J. L. Jacobson, who won the Australian chess championship from Mr. Oran and recently successfully defended it, is a protracted match against Mr. Joma, now has announced his resignation of the honour.

Perhaps this is due to some failure in the negotiations for his match with Mr. Wallace, to which I referred in the last issue of the 'China Mail,' which is some time in discussing the intricate proposal to exclude reporters from such matches and sell the games to individuals among those whose gracious acceptance of them is necessary as the sole condition under which chess champions can continue to exist.

With reference to this matter, the Sydney Morning Herald says, without entering into the merits of the controversy between Messrs Jacobson and Wallace, it seems opportune to suggest that it would be very desirable if some scheme could be adopted to prevent a repetition of the present unsatisfactory state of things. I am sure to be only too glad to do this. The one that the conditions regulating chess matches, contests of the future should be hard and fast, so that holders and challengees know exactly what all the terms are, and no other which is far more practicable, that a council be elected to whom all such matters in dispute could be referred. There are in the colonies a number of players who, by their long connection with the game, their skill, and their experience are admirably adapted for the position. Mr. Chisholm, Mr. de la Motte du Portail, Capt. Anet, Captain de Briel, Captain de Plessis, Captain Boulet.

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